

# MOBILE MARITIME COMMITTEE

## MEETING MINUTES

**Date:** October 11, 2000; 1030-1130

**Location:** International Trade Center, Killian Room

**Chair:** Jeff Mynatt (Strachan Shipping)

**Vice-Chair:** CAPT Dave Carey (Harbormaster)

### AGENDA:

Old Business

Port Guidelines

Safety Concerns

ACOE Issues

Waterways Analysis and Management System

Subcommittee Reports

- Theodore

- Vessel Priorities

- Broadcast Notice to Mariners

**Corrections to August 16 Minutes:** The Central Gulf Railway U.S. - Mexico Interline Rail-Ferry Service will operate out of the old Cove Dock, now State Docks Choctaw Point pier, on the Mobile River, and not at McDuffie Terminal as previously stated. Also, the vessels will fly the Singapore flag, not Mexico. On the ACOE salt water intrusion study, it is not a known fact that there is salt water intrusion up to Coffeeville Dam. There is tidal influence, but not necessarily salt water intrusion. Finally, one way traffic restriction in the Mobile Ship Channel for 115' beam vessels was for safety concerns with wide beam vessels calling on the Port of Mobile in the mid-80s, and not a restriction that was not adjusted after the channel was widened. The 45' draft is due to the 45' project depth of the channel.

### Old Business

**Non-local Agents:** Capt Carey is still in the process of drafting a letter to all ship agents (local and non-local) to eliminate unannounced vessels and vessels arriving without agents being present to handle agent related problems. Capt Carey indicated the letter would include a 24-hour notice to the harbormaster, berth application information, and a 24-hour phone number for the agent. Ship agents can meet some of the requirements by sending a copy of the U.S. Coast Guard 24-hour notification form to the harbormaster. If an agent cannot be reached, the vessel may end up at the end of the list to enter or depart the port. Capt Carey can be reached at the following numbers: phone, 334-441-7250; fax, 334-441-7074; cell phone, 334-605-6079; or pager, 1-888-612-8383. When the harbormaster is not available (usually only if out of town), the Mobile Bar Pilot dispatcher, Jimmy Pose or George March at 334-432-2639, will address such vessel traffic situations. The Vessel Priority Subcommittee may need to work on a vessel queuing system if vessel schedules and needs dictate.

Ted Lee, Navios Ship Agencies, inquired about the tendency to hold up inbound vessels in order to let outbound vessels go. Discussions ensued regarding the frequency and circumstances of these situations. Capt Carey suggested setting up a meeting with ship agents, pilots, pilot dispatcher, harbormaster, terminal operators, and Coast Guard to educate waterway users on the decisions being made and discuss guidelines. Any Friday is the best day to include the pilot dispatcher, Jimmy Pose. Capt Carey to set up meeting.

**OpSail 2002:** Capt Kichner, MSO Mobile, reported that the port will be closed to all vessel traffic (deep draft, tows, barges, etc.) on July 4, 2002. At this time, he indicated that the port would be closed from 0700 (or earlier) to 1500 while the tall ships sail up the bay to their moorings. A fireworks display may close the port temporarily that same day. The tall ships would depart on

**OpSail 2002 (cont.):** Sunday, July 7 on a ship-by-ship basis without the need of a port closure. However, there are now talks of a tall ship race from Mobile to Havana which would require all the tall ships departing at the same time, and require another port closure. July 3, 2002 is another important date, with the tall ships sailing along the beach in Gulf Shores and anchoring nearby.

**ACOE Issues:** Pat Langan reported that they are operating under a continuing resolution with \$4 million for Mobile, \$7 million for Pascagoula, and \$1 million for each inland river. Dredge Columbia just started three months of work in Mobile. No dredging scheduled in Theodore until next winter. Upper river sump sediment removal operation is being advertised for contract at this time. In Pascagoula, Bean Dredging continues on phase II of the deepening and widening project. The entire project is scheduled for completion in June 2001. A project to dredge the Bayou Casotte extension to 42' deep and 350' wide has not yet been awarded. Dredging projects for Bon Secour, Perdido Pass, and Arlington Ship Channel still need to be worked out.

**Vessel Priorities:** Capt Mareno reported that the Mobile Bar Pilots strongly recommend the following guidelines, keeping in mind the safe navigation of vessels proceeding to or from the ports of Mobile and/or Theodore:

- A) Vessels whose dimensions are 850 feet x 135 feet or greater require daylight turning in the harbor.
- B) Vessels whose dimensions are 900 feet x 140 feet or greater require daylight passage from buoy #22 to the sea buoy or from the sea buoy to buoy #22.
- C) The channel shall be limited to one-way traffic when a vessel whose beam exceeds 115 feet is transiting the ship channel.

AN EXCEPTION TO THIS RECOMMENDATION IS AS FOLLOWS:

The combined beam of two meeting vessels shall not exceed 226 feet and the maximum draft of one of these vessels shall not exceed 25 feet.

In order to clarify the exception, Capt Mareno indicated that one vessel can draw as much as 45 feet, but the other vessel cannot exceed a draft of 25 feet.

Capt Mareno also indicated the need for the committee or a subcommittee to discuss recommendations on vessel length and beam restrictions for the port with respect for turning basins.

**Waterways Analysis and Management System (WAMS):** Ensign Lachowicz from the Coast Guard Cutter Sweetgum briefed the committee on the upcoming WAMS study. The analysis is a tool the Coast Guard uses to plan and implement the Aids to Navigation Program (AtoN). WAMS are conducted every three to five years on each federally designated "Navigable Waterway". The USCG looks for two primary results from the WAMS, first and foremost, what may be done to enhance the safe navigation upon a waterway during the next 3-5 years. And secondly, anticipate and plan the budgeting process, at both the regional and national levels, over the same timeframe. In general, the analysis entails anything that "may" affect safe navigation on the waterway including, but not limited to, physical changes in the characteristics of the waterway (either manmade or natural), changing political or economic trends, accident (pollution/vessel) reoccurrence rates in the vicinity of any navigational aids or specific portion of a waterway, and sensitive military or environmental issues.

**WAMS (cont.):** Mobile, Theodore, and Arlington area WAMS studies need to be completed by the end of the year. The goal is to get as many waterway users involved as possible. The next meeting for the Mobile area is scheduled for October 26, 2000 at 1000 in the training room at USCG Base Brookley. The meeting for Theodore and Arlington is scheduled for November 16, 2000 at 1000, same place. For any questions contact Ensign Michael Lachowicz at (334) 441-6277.

**Safety Concerns:** No other safety issues or concerns were noted.

**Subcommittee Reports:** No other reports from Theodore or Notice to Mariners Subcommittees.

The next meeting is a luncheon and meeting scheduled for **Wednesday, December 13, 2000 from 1030 to 1230** at the Anchor and Shield Club at USCG Base Brookley.

RSVPs for attendance are required by December 5<sup>th</sup> to ensure enough food is prepared.

RSVP by phone or e-mail to LT Schultz at 334-441-6393 or  
rschultz@msomobile.uscg.mil

This meeting was adjourned at 1145. The meeting minutes are also posted on MSO Mobile's web site at [www.uscg.mil/d8/mso/mobile](http://www.uscg.mil/d8/mso/mobile).

Thank you for your participation. Any questions or concerns can be addressed to Jeff Mynatt at (334) 433-5401 or Capt Carey at (334) 441-7250.

For Coast Guard issues please contact Marine Safety Office Mobile at (334) 441-5121.